

MICHIGAN AERONAUTICS COMMISSION

Minutes of Meeting
Lansing, Michigan
January 23, 2002

Pursuant to Section 31 of Act 327 of the Public Acts of 1945, the Commissioners of the Michigan Aeronautics Commission (MAC), created by said act, met at the Michigan Bureau of Aeronautics Auditorium, 2700 E. Airport Service Drive, Lansing, Michigan, on Wednesday, January 23, 2002, commencing at the hour of approximately 10:00 a.m.

Members Present

Robert Bender, Chair
Fred Rakunas, Vice Chair
Lowell E. Kraft, Commissioner
Alice Gustafson, Commissioner
Sidney Adams, Jr., Commissioner
Capt. John Ort, Commissioner
Guy Gordon, Commissioner
William E. Gehman, Director
Barbara Burris, Exec. Assistant
Pat Isom, Legal Counsel

Members Absent

Brig. Gen. Ron Seely, Commissioner

From the Bureau of Aeronautics

Oliver House, Airports Division
James Downer, Administration
David Baker, Airports Division
Gerry Edwards, Aviation Services Division
Tom Krashen, Airports Division
Phil Tartalone, Airports Division
Steve Vertalka, Airports Division
Rick Hammond, Airports Division
Pauline Misjak, Aviation Services Division

Also Present

The Honorable Walter North
William Blake, AOPA
Archie Yawn, ATA/Northwest Airlines
Herb Swan, Former MAC Commissioner
Pete Burgher, Former MAC Commissioner

A list of all others present is attached to the official minutes.

The Chair called the meeting to order at 10:05 a.m. He acknowledged the attendance of the Honorable Walter North, Michigan State Senate; Archie Yawn, Northwest Airlines; William Blake, AOPA; and former MAC Commissioners Herb Swan and Pete Burgher. He welcomed all assembled.

I. PRESENTATION

The Chair remarked on the untimely passing of Nelson Triplett, who meant so much to the department and to Michigan aviation. He called on Director Gehman and Commissioner Hayes to present services awards to Mrs. Lorna Triplett, widow of Nelson Triplett. A plaque recognizing Mr. Triplett's 25 years with the department was presented and photographs taken.

A second presentation was made by Senator Walter North and Chairman Bender. Each of the presenters recounted a personal experience while working with Mr. Triplett. Chairman Bender described Mr. Triplett as the consummate gentleman and a gentle man. "We have all benefitted from having known him." Nelson will be greatly missed.

Senator North read from the language in Senate Resolution No. 154, co-authored by Senators North and Young.

SENATE RESOLUTION NO. 154

A resolution honoring the memory of Nelson Triplett.

Whereas, Nelson Triplett served the State of Michigan for 25 years with dignity, grace, and with the utmost admiration of his colleagues; and

Whereas, he worked diligently as an advocate for Michigan citizens, protecting and supporting aviation interests throughout the state; and

Whereas, his understanding of Michigan government, public policy, and aeronautics enabled aviation legislation to be passed into law; and

Whereas, his kind heart, friendship, and easy-going demeanor touched everyone whom he met; and

Whereas, those colleagues, friends, and all who had an opportunity to know Nelson Triplett will forever remember this kind and gentle man who touched us all;

Now, therefore, be it

Resolved by the Senate, that the members of this legislative body join in honoring the life, memory, and service of Nelson Triplett;

And be it further

Resolved, that a copy of this resolution be transmitted to his wife, Lorna, as a token of our respect for her husband's commitment and service to the State of Michigan.

The above resolution was adopted by the Senate on January 9, 2002.

II. COMMISSION BUSINESS

A. Minutes of November 28, 2001

The Chair entertained comments and/or corrections to the minutes of November 28, 2001.

Commissioner Gustafson requested an editorial change to page 6, second paragraph, first line: the phrase "... many state" will be corrected to read "... many states."

Hearing no further comment, the Chair entertained a motion to approve the minutes as written.

Moved by Commissioner Adams, with support from Commissioner Gustafson, to approve the minutes of the meeting of November 28, 2001. MOTION CARRIED.

The Chair called on David Baker, Programming Manager, Airports Division, to present the projects for Commission approval.

B. Airport Development Program

With the aid of slides, Mr. Baker briefed the Commissioners on 34 airport improvement projects. He responded to questions from the Commissioners throughout his presentation.

Federal/State/Local and State/Local Projects

Location	Total Allocation	Project Description
W.K. Kellogg Battle Creek	\$ 50,400	Taxiway E Extension
James Clements Bay City	\$ 35,000	Rehabilitate Runway 5/23

Antrim County Bellaire	\$ 166,667	Construct Taxi streets
Roben-Hood Airport Big Rapids	\$ 29,000	Construct Replacement Cable from AWOS to New Terminal
Wexford County Cadillac	\$ 252,333	Construct Access Road; Rehabilitate Taxi streets and Aprons
Tuscola Area Caro	\$ 35,000	Design for Extending Runway 5/23
Tuscola Area Caro	\$ 30,000	Construct Apron and Taxiway
Charlevoix Municipal Charlevoix	\$ 333,333	Purchase Snow Removal Equipment
Fitch H. Beach Municipal Charlotte	\$ 166,667	Land Acquisition - Parcel 15
Cheboygan City-County Cheboygan	\$ 49,000	Airport Layout Plan
Clare Municipal Clare	\$ 20,000	Consultant for Land Acquisition
Fremont Municipal Fremont	\$ 90,000	Design of Runway 18/36 Extension
Memorial Airpark Grand Haven	\$ 166,667	Land Acquisition; Approach Clearing
Gerald R. Ford International Grand Rapids	\$ 4,826,333	Rehabilitation of Runway 8R/26L
Grosse Ile Municipal Grosse Ile	\$ 90,000	Design Taxiway Rehabilitation and Seaplane Base
Hastings City - Barry County Hastings	\$ 60,000	Environmental Assessment for Extension of Runway 12/30
Tulip City Holland	\$ 800,000	Design for Runway Extension, Phase III (Tunnel, Roadways, Runway)
Roscommon County Houghton Lake	\$ 301,334	Rehabilitate Parallel Taxiway and Apron
Livingston County Howell	\$ 1,774,000	Land Acquisition and Tooley Road Relocation
Ford Iron Mountain	\$ 625,000	Reconstruct Runway 13/31 Phase II (Includes Improvement to Runway Safety Area)
Jackson County-Reynolds Field Jackson	\$ 400,000	Rehabilitate Taxiways A and B
Kalamazoo/Battle Creek Intl. Kalamazoo	\$ 3,322,200	Rehabilitate 5/23, Taxiway D

Capital City Lansing	\$ 5,120,000	East and West General Aviation Taxiways; Heating, Ventilating, Air Conditioning; Baggage Claim
Schoolcraft County Manistique	\$ 675,000	Rehabilitate Runway 10/28; apron and Obstruction Removal
Jack Barstow Midland	\$ 251,667	Precision Approach Path Indicator, Runway end Indicator Lights; Runway Safety Area Grading
Ontonagon County Ontonagon	\$ 46,667	Snow Removal Equipment
Canton-Plymouth-Mettetal Plymouth	\$ 25,000	Airport Layout Update
Presque Isle County/Rogers City Rogers City	\$ 64,000	Approach Clearing; Preliminary Engineering for Runway 9/27 Extension
MBS International Saginaw	\$ 2,078,889	Expand Terminal; Passenger Loading Bridge; Security Improvement; Apron Rehabilitation
Chippewa County International Sault Ste. Marie	\$ 756,000	Perimeter Fence; Wildlife Study
Sparta Sparta	\$ 300,000	Rehabilitate Taxiway, Apron; Tree Clearing; Construct Taxistreet
Cherry Capital Airport Traverse City	\$ 790,000	Construct Terminal Building - Phase I
Cherry Capital Airport Traverse City	\$ 358,000	Construct Terminal Building - Phase II
West Branch Community West Branch	\$ 213,334	Snow Removal Equipment Building

Mr. Baker prefaced his power point briefing by stating that budget constraints at the state and local level have impacted the programming and transfer of funds. Likewise, implementation of the FAA's new airport security measures, still in the developmental stages, may adversely affect the projects, resulting in modification or cancellation later in the year. Should the need for modification arise, normal procedures will be followed and the Commission will be advised of the changes at the next scheduled meeting. Thus far, no projects in this year's program have been canceled, delayed or modified.

On questioning from Director Gehman, Mr. Baker related that the status of the Charlevoix Airport has been changed to primary based on an increase in enplanements, making the airport eligible for primary entitlement funds from the federal government. Instead of the

\$150,000 non-primary entitlement funds it would have received under the AIR-21 program, the airport now qualifies for \$1 million in entitlement funds. Director Gehman noted that the primary reason for the increase in enplanements is the travel between Charlevoix and Beaver Island.

On questioning from Commissioner Gustafson, Mr. Baker indicated there are no plans at present to extend the runway. He added that the 5,000-foot runway called for in the master plan would be a complicated undertaking.

Commissioner Kraft asked about the status of the project at Fremont, which will require the closing of a roadway. Design plans for the airport include improvements to a roadway to the north that will absorb airport traffic. The project is in the environmental assessment phase and discussions have been held with the road commission regarding the road closure.

Commissioner Kraft noted that pilots attending the Great Lakes International Aviation Conference (GLIAC) reported being very satisfied with the state's operation of the Canton-Plymouth-Mettetal Airport.

At the end of Mr. Baker's presentation, the Chair called for additional questions or comment from the Commissioners.

Commissioner Kraft asked for clarification on the Battle Creek project, where the funding source is listed as FY 2000 funds.

Mr. Baker explained that funds from 2000 that were obligated but untouched had been reallocated to supplement the Battle Creek project.

The Chair entertained a motion to approve the transfers as presented by Mr. Baker.

Moved by Commissioner Kraft, with support from Commissioner Adams, to approve the transfer of funding for the 34 projects described. MOTION CARRIED.

The Chair called attention to the two supplemental transfers contained in the blue books not requiring action from the Commission.

Mr. Baker identified the two supplemental projects as the Livingston County Airport in Howell, for final design of the Tooley Road relocation and design of the hangar site preparation, resulting in an increase of seven percent, or \$21,000, and the W.K. Kellogg Airport in Battle Creek, a project relating to the rehabilitation of Taxiway D, resulting in an increase of five percent, or \$9,000.

Proceeding to the next agenda item, the Chair called on Rick Hammond, Airports Division, to brief the Commission on four airport approach protection plans.

C. Airport Approach Plan Declarations

Approach protection plans are currently under development for inclusion in master plans and to aid in local planning projects at four airports: Alpena, Cadillac, Hancock, and Muskegon. Mr. Hammond presented overlays of the recommended approach protection space for the individual runways. He noted that standards applied to each airport were in accordance with FAR Part 77 standards. He pointed out that the slides also depicted citing criteria for VORs, very high frequency omni range navigational systems located around the state as navigational guides to pilots. The FAA has had problems over the years with disruption of signals. Protection plans for the VORs have been incorporated and will become part of the airport protection plans. Mr. Hammond asked for approval of the four plans and adoption of the sighting criteria standards as a part of the approach protection plans for the airports with associated VORs. In the future, the sighting criteria for VORs will be included in the approach plans going to individual airports. Taking this step will aid in protecting the VORs from further encroachment. The plans will be supplied to the airports, which, in turn, will disseminate them to the local planning boards for inclusion in the local planning process.

Commissioner Kraft asked whether VORs were still being phased out.

Mr. Hammond indicated that the future of VORs is still up in the air and that it may be some time before they are completely eliminated.

Commissioner Kraft questioned the advisability of spending money on sight clean-up for a system that may be obsolete.

Mr. Hammond advised that the state's expense lies only in producing the maps, and that no obligation is imposed upon the local community. The map is to be used only as a planning tool for future development. He pointed out that the law which provides for their development states it is the responsibility of the local community, once it includes the map in its master plan, to assure that conditions do not become worse.

Commissioner Rakunas inquired about protection plans for ILS systems.

Mr. Hammond clarified that the approach plans and standards used for the airports would encompass the ILS protection area. He added that when an ILS is commissioned, generally sufficient property is purchased to protect it.

It was moved by Commissioner Kraft that the four approach protection plans, as well as the standards for the VORs, be approved. The motion was supported by Commissioner Rakunas. MOTION CARRIED.

Mr. Hammond continued with the next item on the agenda.

III. DISCUSSION

A. Legislative Update

With the aid of slides, Mr. Hammond briefed the Commission on current legislative activity:

SB 491 and 492, two bills passed in 2000 and recently signed by the Governor, exempt large aircraft used in commercial passenger service from sales and use taxes.

SB 502 prohibits firearms and other weapons from being carried in the sterile areas of commercial airports. The bill has been signed by the Governor. Accompanying this bill are some provisions in SB 505 which provides sentencing guidelines. SB 505 is expected to receive final passage and be signed by the Governor.

Mr. Hammond outlined additional bills likely to see action in FY 2002.

SB 437 is a bill to exempt aircraft over 6,000 pounds used in commercial passenger or cargo service from sales tax. The bill has passed the Senate and is up for a second reading in the House. Action is expected soon.

SB 541 updates the Aeronautics Code. The bill has passed the Senate and is up for a second reading in the House. Passage is expected.

Mr. Hammond indicated that with the legislative session drawing to an end, things are moving rapidly.

SB 542, tie-barred to SB 541, provides sentencing guidelines for the criminal provisions of SB 541. The bill has been referred to the Senate Judiciary Committee.

SB 576 exempts aircraft over 6,000 pounds used in commercial passenger or cargo service from use tax. The bill has passed the Senate and is up for a second reading in the House.

SB 690 is a bill that originated with the oversight committee on the Detroit Metro Airport. The bill has gone through considerable change since its introduction. As written, it affects

the business practices of other air carrier airports in the state.

Commissioner Kraft remarked on receiving phone calls concerning this legislation and the burdens it would place on the airports in terms of their operation. He cautioned against overregulation.

SB 783 and 784 provide that a portion of the sales tax collected on certain aircraft and aircraft parts be earmarked for the Aeronautics Fund. Both bills have been referred to the Finance Committee and have not been scheduled out as yet.

Three additional bills of significance were introduced at the end of 2001:

SB 934 and HB 5503 are identical bills that would require a criminal background check for anyone applying to fly at Michigan flight schools. Both bills have been referred to the Committee on Transportation. The bills will be discussed at the next steering committee meeting, where the department's position on the bills will be formulated. The bills are on the agenda for consideration by the legislature later this month.

Commissioner Kraft related that the two previously mentioned bills had been discussed by the attendees at the GLIAC conference and deemed to be a "knee-jerk reaction," which would have done little to prevent the terrorists involved in the September 11th attacks from obtaining their pilot's license.

Commissioner Rakunas inquired as to the state's reasoning for becoming involved with background checks.

Whereupon, Mr. Hammond explained that the state has been licensing flight schools since the inception of the Aeronautics Commission (1929). Back then, pilots were fairly unregulated and there were many accidents. The FAA licenses pilots and flight instructors but does not regulate the businesses. Regulation from the state provides a level of assurance to the public. Upon revisiting the Aeronautics Code some years back, it was decided that the state should remain involved in flight schools and their licensing.

Commissioner Rakunas reasoned that the legislation could produce a snow-ball effect.

Mr. Hammond acknowledged that groups such as the AOPA had already registered concerns. The department, likewise, has concerns with regard to this legislation.

Commissioner Rakunas cautioned against moving too quickly and suggested that the feds should take the first step.

Commissioner Kraft clarified that the Department of Defense, not the FAA, is responsible for initiating the proposal.

Chairman Bender added that this might be an occasion where it would be advantageous to involve Senator North and the members of the Aviation Caucus.

Mr. Hammond continued. HB 5489, introduced in December, prescribes a limitation on standards by which an individual may be denied access to a public use airport. Rules are already in place which address this issue, and therefore the bill may need revision. It is currently in the House Transportation Committee.

The Chair thanked Mr. Hammond. He advised of the challenge ahead for Mr. Hammond in working with the legislature.

The Chair cited proposed legislation relating to the Michigan Aviation Hall of Fame and its designation as the official repository for aviation-related historical information.

Former MAC Commissioner Herb Swan and the board members for the Aviation Hall of Fame are proposing this legislation. It will require a legislative sponsor.

At approximately 11:05 a.m., a recess was taken. The meeting reconvened at 11:20 a.m.

The Chair called on Director Gehman to brief the Commission on budget issues.

B. Current Year Budget

Director Gehman reported that the Aeronautics Fund is not immune from the reductions in revenue coming to the state. Percentage-wise, the Aeronautics Fund is down more than the state's treasury as a whole for two reasons: 1) the slowdown in the economy, which began more than a year ago; and 2) the events of September 11. The majority of aeronautics funds come from the aviation fuel tax on general aviation and the airlines. This represents 80 percent of the revenue available for aeronautics activities. It is estimated that for FY 2002, revenues will be down approximately 20 percent from two years ago. This will drastically impact the bureau's operations. As a result, the bureau will implement the following:

- The Air Service program budget will be reduced by 50 percent (from \$1 million to \$500,000).
- The purchase of new equipment under the All Weather Airport Access Program has been suspended. Plans for the purchase of over \$400,000 in equipment (such as AWOS systems) have been put on hold. Currently, the bureau is looking at shifting

funds from the federal program for the purchase of equipment at eligible airports.

- The purchase of collision avoidance equipment for the air transport operation has been deferred.
- The purchase of replacement computer equipment has been put on hold.
- The *Michigan Aviation* publication schedule has been changed from a bi-monthly to a quarterly basis.
- The purchase of new cone markers for turf runways and wind socks has been deferred.
- The cost of advertising for jointly sponsored safety seminars will be shared with the Federal Aviation Administration.
- Currently, there are four vacancies in the bureau, one a key position in the Airports Division for an environmental engineer. A freeze on hiring is in effect which encompasses this position.

In summary, revenues and expenditures will be monitored to make sure the bureau stays within the bounds of what is expected. The Director predicted that the aviation economy would rebound over the course of the year as passengers continue to return to the skies.

The Chair called for questions or comments from the Commissioners.

Commissioner Kraft inquired about appropriations from the state legislature.

Director Gehman acknowledged that the bureau had been successful in securing general fund dollars for the capitol improvement program in the past. Currently, there is \$5 million in general fund money for the 2002 capitol improvement program. Funding levels for FY 03 are still unknown. The bureau will continue to look at ways to secure additional funding.

Chairman Bender commented that downturns of this nature emphasize the importance of advocacy groups, such as the Michigan Business Aviation Association and the Michigan Association of Airport Executives.

The Chair opened the floor for comments and/or exchange from the audience. He called on Mike Lynn, President of the Michigan Association of Airport Executives.

IV. PUBLIC COMMENT

Mr. Lynn addressed the Commission in his capacity as President of the MAAE and Assistant Airport Manager of the Capital Region Airport Authority. He outlined concerns regarding Senate Bill 690, which addresses *Ethics and Efficiency in Airport Operations Law* by amending the Aeronautics Code. The bill—a product of a review of Detroit Metropolitan Airport—has been expanded to include all major airports within the state, including Flint, Saginaw MBS, Capital City, Kalamazoo, and Gerald R. Ford in Grand Rapids. Mr. Lynn listed items of concern with the bill:

The bill would require disclosure of personal financial statements, licenses and sanctions; criminal allegations of fraud and past tax delinquency, and these disclosures would be required of airport employees, airport board members, applicants for airport positions, and employees of contractors and subcontractors. These disclosures would have to be posted on an internet site set up for this purpose within a pre-defined period of time. The bill deletes current provisions that allow airports to form police departments. It requires that all contracts over \$50,000 be competitively bid. It prohibits airports from hiring anyone who has a relative working for a contractor or vendor. Mr. Lynn surmised that under these restrictions, it would be difficult to hire anyone to work at the airport. Likewise, he stated, it would be difficult to hire contractors and vendors because of similar disclosure requirements. He indicated that airports are put at a disadvantage by the inability to hire their own police officers and advised that federal law requires that some contractors and professionals be selected for their qualifications rather than by competitive bid, with many of those contracts exceeding \$50,000. Mr. Lynn cited additional concerns with the nepotism clause. He pointed out that the Aeronautics Bureau would become the enforcer of these new requirements, taking time and staff away from other priorities. He added that the huge cost associated with these changes would trickle down to every airport in the state. For the reasons cited, the MAAE has adopted an official position in opposition to SB 690 in any form. MAAE members will be contacting their senators and representatives to register this opposition. Mr. Lynn concluded by stating the bill is badly written and it will devastate every air carrier airport in the state.

The Chair called for questions or comment from the Commissioners.

Commissioner Gordon referred to a letter written by Kenneth Potts, Airport Manager, Kalamazoo/Battle Creek International, dated January 22. In the letter Mr. Potts highlights Section 126I, which states “. . . prohibit airport employees from leaving the airport for increased salaries and/or promotional opportunities for 12 months.” Commissioner Gordon asked for a clarification on this language.

Mr. Lynn responded that employees of a contractor are prohibited from working for the

airport. Likewise, airport employees are prohibited from working for a contractor that has done business with the airport for a period of one year. This would include the airlines, vendors and contractors.

Commissioner Gordon asked for clarification on Section 133C, which “removes the ability of the airport to hire police officers with full police powers.” (Reading from the Potts letter) “If our choice is limited to existing police agencies the cost for security may be higher.” Commissioner Gordon pointed to a contradiction in the language.

Mr. Lynn explained that some airports will not have the ability to appoint their own police departments; they would have to ask the local governing body to provide this service. He observed that many communities have neither the resources nor the capability to provide law enforcement for the airports. This piece of the legislation may not affect those airports that are covered under the Airport Authority Act; however, it will impact airports such as Kalamazoo, Grand Rapids, Lansing, and Saginaw.

Director Gehman clarified that even if it were less expensive to appoint a police force, it would be prohibited under this bill.

Discussion ensued on the status of the bill.

Chairman Bender ordered that the letter from Mr. Potts, reinforcing concerns with the proposed legislation, be attached to the minutes as a part of the official record.

The Chair invited additional comments from the audience.

Phil Johnson, Deputy Aeronautics Director for Gerald R. Ford International Airport, provided additional comment on the impact of Senate Bill 690. He remarked that the bill was being fast tracked to make an example of Detroit Metro Airport. Unfortunately, a wider net was cast which includes other airports. He questioned the measure of ethics and efficiency in airport operations as defined only by passenger enplanements and why only airport operations had been singled out for ethics and efficiency; adding, “if it’s good for airports, it should be good for all other industries.” He questioned why his department had been singled out from the other departments in Kent County. He characterized the bill as costly and unworkable. He noted that because costs are passed along, all of west Michigan would be impacted. Furthermore, he added, Section 133 would severely impact the G. R. Ford International Airport, which employs its own law enforcement officers—a system which they consider to be the most efficient and cost-effective means of providing federally mandated law enforcement. He stated that the bill is not in the public’s best interest and is in fact anti-business.

Mr. Johnson cited examples of how Section 126I would impact the airport. He stated that the Gerald R. Ford International Airport is vehemently opposed to SB 690 as it is written.

Ms. Betty Owen, Manager of MBS International Airport, offered additional comments in opposition to SB 690. She cited costs as being the primary aversion to the bill. She noted that all airports have experienced a decrease in revenues since September 11, and that air carrier airports are burdened with the additional expense for added law enforcement and security. The bill would impose tremendous costs by requiring a web site for the posting of the required information, resulting in the need for additional staff to monitor the site. She predicted spinoff costs for the airport and the Bureau of Aeronautics and envisioned BOA personnel being thrust into the position of monitoring contracts. She reported that security costs had risen 160 percent due to increased overtime and negotiated raises; that with the prospect of additional security requirements, the airport is currently looking at forming its own police department. Ms. Owen advised that Northwest Airlines is also opposed to the legislation, because of the costs involved, and that NWA will be forced to look at cost-cutting measures. She predicted that SB 690 will have an adverse impact on the way the BOA operates in the future.

Sean Brosnan, Director of the Willow Run Airport, echoed the position taken by the previous airport managers. He advised that the bill would have far-reaching effects and would be very bad for aviation. He went on to praise Phil Tartalone and staff of the bureau for a great job in putting together the Great Lakes International Aviation Conference, held at the Kellogg Center the previous weekend.

Chairman Bender thanked the airport managers for their observations on SB 690.

William Blake, AOPA Regional Representative, praised Director Gehman, Phil Tartalone and staff of the bureau for an outstanding conference for the pilots and mechanics. He remarked that the conference would have a major impact on safety in the State of Michigan.

V. REPORTS

The Chair recalled Rick Hammond to brief the Commission on an issue relating to the Zeeland tower.

A. Zeeland Tower

Previously, the MAC had authorized a hearing for the proponent of a tower near the Ottawa Executive Airport. Mr. Hammond reported that a hearing has not been scheduled as yet. Attorneys on both sides are discussing the issue and attempting to resolve the

matter outside of a hearing.

The Chair called on Dr. Phil Tartalone, Aviation Services, for a follow-up report on the Great Lakes International Aviation Conference.

B. Great Lakes International Aviation Conference

Mr. Tartalone reported that the conference was a huge success. He thanked the Commission for its support, both financially and through attendance. He indicated that the evaluation forms on the conference were decidedly positive. Figures for the conference were as follows: 403 preregistered, 175 walk-ins; 93 speakers; 81 exhibitors (up from 52 the previous year); and approximately 50 volunteers. All toll, about 820 people were present at the conference venue. The conference for next year is scheduled for January 17-19, 2003, at the same location. It will be one of the first conferences in the centennial year of the first flight.

The Chair praised Mr. Tartalone and everybody involved in the conference. He announced that a presentation on the Yankee Air Museum would take place immediately following the luncheon. He declared the meeting adjourned at approximately 12:10 p.m.

The next meeting of the Aeronautics Commission will be a joint meeting with the State Transportation Commission on March 28, 2002



Director



Vice Chairman

March 28, 2002

Dated

